THE MADOC MERCURY

AND NORTH RIDING NEWS.

A Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Ten Cents a Copy, or One Dollar a Year, strictly in advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SHALLFIELD, Madoc Post Office.

For sale at WILSON'S MEDICAL HALL, *Madoc, where subscribers in and near the village may obtain the copies, and orders for the paper and advertisements will obligingly be received.*

SUBSCRIPTIONS PAYABLE YEARLY OR QUARTERLY IN ADVANCE.

Mexican Affairs.

The N. Y. Herald's Washington despatch says telegraphic despatches of the 13th instant, from Gen. Sheridan, at New Orleans, show all knowledge on his part of the filibustering attack on Bagdad, and state that his orders to subordinate officers have been to observe a strict neutrality. He disbelieves the popular account of the affair, and considers it a sensational story.

The Herald's Washington special despatch says:—"The French minister has made a demand on the State department for information relative to the recent capture of Bagdad, Mexico, by Yankee filibusters. Up to Saturday night no information relative thereto had been received at the department. Instructions were transmitted to Gen. Sheridan immediately on receipt of the intelligence of the affair requiring him to make a thorough investigation and punish the offenders.

The Ranchero says Canale had issued a proclamation to his soldiers, advising them to submit to the Imperial authority rather than unite in a filibustering expedition with the Yankees.

An order has been promulgated at Galveston, mustering out twenty-two regiments in Texas.

"The World's Washington special despatch says:—"Information has been received that on the 9th of December Juarez fled from Chihuahua with twenty-five men, previously levying $16,000 on the town. The Imperialists entered the place without resistance.

"There seems to be no doubt that by the last steamer from Europe the State Department received positive information from Paris that the French troops will be withdrawn from Mexico within a stated period."

THE MADOC MERCURY

AND NORTH RIDING NEWS.

MADOC, SATURDAY, JANUARY 27.

Outrages on Free Grant Settlers.

Information was laid before the Warden early last week respecting one of those outrages by Lumberers on the rights of settlers which have been for some years past so frequent in our back settlements. A great many similar cases have come to our knowledge in which the sufferers have been forced by poverty to submit to hardships that no free man should be subjected to: and once more we call public attention to the subject as the only chance of redress being eventually obtained, and justice done to the settlers in future.

It is a matter really of Provincial importance, for it is no wonder that immigrants do not seek to settle in a country where they are left practically at the mercy of what is to them an organized system of plunder. Neither need we be surprised if we find the settlers, thus taught to feel that might makes right, retaliating and protecting themselves—as the weak are obliged to do against the strong—by cunning, and resorting to violent and unlawful reprisals, such as driving large iron spikes into saw-logs and square timber, blocking up the lumbermen's roads with felled timber, &c., &c.—devices that have been practised in other years, as the lumberers know to their cost. Of course we do not for a moment pretend to justify such practices in any case, but how can we expect anything better, when we wilfully continue a system fruitful in such outrages as that complained of by Christopher Payne.

It appears from Payne's statement that he has been living with his family, for the last two years, on a free grant lot in the township of McClure on the Hastings Road, for which he is located by the Crown Land Agent. He has a clearing of eight or ten acres, and had a good crop on it last year. There were some pine trees on the land, which he was reserving to make lumber for a dwelling-house, when circumstances would permit him to build one and remove his family from the shanty into a more commodious building. The lumberers employed by Robert Conroy have wilfully and deliberately trespassed upon his land, cut down all the merchantable timber that was on it, and violently defied the owner to prevent them. Payne states that he warned the foreman that the land and timber were his, and forbid him to touch it, and that in reply the said foreman used violent and threatening language, swearing terrible oaths that they paid ground rent for the land, and that they would strip every free grant lot on the Road,—that they did not care a damn for settler or Agent,—that they would have the timber in spite of all he could do.

Now the lumberers know well enough that they have no legal claim to enter on lands within their limits which may have been sold; but by merely setting up a claim to a right to the land, they take the charge of trespass out of the jurisdiction of justices of the peace; and the settler is consequently practically without redress, for want of the means to carry his case into a court of law. His neighbours, for lack of money, are powerless to aid him to test the question by so expensive a process; or they might soon subscribe to a fund for that purpose.

If the importance of the subject, as affecting the settlement of the backwoods of the Province, were rightly understood, and taken up by the press in the leading cities, the settlers might hope for some pecuniary assistance to invoke the aid of law; and we would suggest to those aggrieved by the outrages of the lumbermen, that they prepare a statement of the facts, to be forwarded for publication in the Toronto *Leader* and *Globe*, and that they apply for assistance and advice to the St. George's Society of that city. The funds of that Society may not be applicable to cases of this description; but the members of it, who benevolently associate together to relieve the distresses of their poorer countrymen, might devise a plan for the protection of the settlers, which would speedily bring the lumbermen to their senses, and teach them to cease their high-handed and unlawful proceedings.

The Soiree at the Presbyterian Church.

The Soiree at the Presbyterian Church, on Wednesday evening, was a decided success. There were about three hundred and twenty persons present; and a most ample supply of refreshments was served up by the ladies. Uriah Seymour, Esq., filled the chair; and the meeting was addressed by M. Wilson, Esq.; Thomas S. Agar, Esq., Local Superintendent of Education; Hon. B. Flint, M.L.C.; Rev. Mr. Climie, Congregationalist Minister, of Belleville; A. F. Wood, Esq., Warden; and the Rev. D. Wishart.

The next day a tea-meeting was held in the same place for the children, who were addressed by the Rev. Messrs. Climie and Wishart, and Messrs. Seymour and Wood.

The proceeds were as follows:—From tickets, $104 20; cash subscriptions, $57; sale of photographs, $4; children's tea-meeting, $14 18; making total cash received, $179 38; unpaid subscriptions, $11; grand total, $190 38.

We understand that the sum realized is considerably beyond the expectations of the Committee, and quite meets the demands upon them at present.—One pleasant feature of the meeting is that nothing has to be deducted from the proceeds to meet expenses, as there was sufficient contributed to satisfy all demands.

LECTURE.—On Tuesday evening a highly interesting lecture was delivered in the Episcopalian Church by the Rev. Mr. Climie, subject—"Religion of Form and Religion of Heart," owing to the unpleasant weather, and following so close upon the tea-meeting, there were not many present. The Rev. gentleman intends, however, to deliver his promised lecture on "God in Geology" on Friday evening, 16th of February, in the Good Templars' Hall.

LATE.—A telegram from Ottawa states that the Government are in possession of the report on the mineral resources of the County of Hastings, received by them preparatory to determining on the expediency of a grant of lands in aid of a railway from Belleville to Madoc.

Organization of the County Council.

A. F. Wood Re-elected Warden.

SHIRE HALL, Belleville, Jan. 23, 1866.

The following gentlemen deposited their declarations of qualifications as members of the County Council of the County of Hastings, for the year 1866:—

TRENTON.—W. Shea, Reeve.

SIDNEY.—K. Graham, Reeve; M. B. Roblin, Deputy Reeve.

THURLOW.—H. Corby, Reeve; P. R. Daly, D. R.

TYENDINAGA.—N. S. Appleby, Reeve; J. B. Hartman, D. R.

STIRLING.—Dr. G. Boulter, Reeve.

HUNGERFORD.—F. Gabourie; G. Stokes.

HUNTINGDON.—Thomas Emo; P. Moon.

RAWDON.—G. Conley; Thomas Walker.

ELZEVIR.—Hon. B. Flint.

MADOC.—A. F. Wood; W. Ward.

MARMORA.—Solomon Johns.

TUDOR.—W. H. Carpenter.

The Clerk called the Council to order, and the nominations for the office of Warden.

On motion of Mr. Flint, seconded by Mr. Emo, Mr. Wood was unanimously re-elected Warden of the County of Hastings for the current year.

The Warden then addressed the Council on the business of the coming year, and thanked them for electing him for the fourth year to the office of Warden.

From Europe.

The Canadian steamship Nova Scotian arrived at Portland on the 19th, with intelligence to the 5th inst.

A great fire had occurred at the St. Katherine's docks, London. It was one of the most disastrous fires years past. The loss was immense, being estimated at £400,000. The articles destroyed consisted principally of hemp, jute, tallow, &c. There is little doubt but that it was an incendiary fire.

Crewe Hall, the residence of Lord Crewe, and one of the finest Elizabethan buildings in England, had been destroyed by fire. Loss estimated at £120,000.

Furious gales had prevailed around the English coast, and many disasters to shipping are reported.

The Fenian trials at Cork were concluded on the 2nd inst. Several more prisoners were convicted and sentenced. The trial of the remainder was adjourned to the Assizes, and many were liberated on bail.—John McCafferty and W. Mackey, being aliens, were admitted to bail on their own recognizances. The judge told them that if they left the country they would not be called for trial. The men were cheered through the streets by large crowds.

Mr. Bright, M. P., had made another great speech on the Reform question at Rochdale. He expressed his belief that Earl Russell had taken up the question of Reform with the energy of 30 years ago.

The meeting adopted a memorial to Parliament praying for an extension of the franchise and voting by ballot.

The London Times remarks that for the first time in his political life Mr. Bright speaks as a man conscious of responsibility for what he says. He recognises the existence of persons who differ from himself. He speaks of considering not what would be abstractly best, but what a cabinet reasonably may be expected to propose.

The steamship Asia, from Liverpool on the 6th, and Queenstown on the 7th, touched at Halifax on the 20th inst.

The cattle disease is again increasing.

A railway train containing the Lord Lieutenant of Ireland and lady was fired at by some unknown person near Mullingar. The driver of the engine had a narrow escape.

The special commission for the trial of the Fenians resumed its sittings at Dublin on the 6th inst.

How to get on a Sewing Machine.

LIST OF LETTERS

Remaining in Madoc Post Office up to the 1st of January, 1866.

Ash, Joseph	Gillen, Patt
Blakely, W J	Hobson, Miss M E
Bartlett, Esther	Holmes, Isaac
Bradshaw, D (2)	Jarvis, James
Bacon, Robert	Jones, Bonsom
Colwell, S	King, Wm
Chambers, W W	Lafferty, W H
Doyle, M Peal	Laroque, Leon
Devolin, James	Marley, Joseph (2)
Dilyea, S	O'Connor, Bryan
Doyle, Wm	Palmer, Mrs A
Delargy, E (2)	Reid, John
Duff, Margaret	Rennie, Thos
Duff, M S	Reynolds, Sidney
Embury, W B (2)	Thompson, G F
Fryer, P G	Vandwaters, Stephen
Fitzpatrick, Wm	Wood, Joseph
Gibson, Robert	Young, Jacob
Gordon, A	

Parties calling for Advertised Letters will please ask for such.

A. F. WOOD, *Postmaster.*

STEWART & GILBERT,

SOLICITORS IN CHANCERY, ATTORNEYS-AT-LAW, &c. &c.

OFFICE—In Dafoe's New Brick Building, corner of Front and Bridge Street, BELLEVILLE.

D. E. KENNEDY STEWART. B. S. GILBERT.

MONEY TO LEND

ON EASY TERMS.

APPLY to STEWART & GILBERT. Belleville.

Best and Cheapest Pictures in Belleville at TERWILLIGAR'S.

PHOTOGRAPHS Finished on the Finest Paper and in the Latest Style, only ONE DOLLAR AND A HALF PER DOZEN. (One Dollar Per Dozen Cheaper than anywhere else.)

AMBROTYPES FERREOTYPES, and all other kind of Pictures taken in the latest style and at the lowest prices.

Call and Examine Specimens at his Rooms, opposite VICTORIA BUILDINGS, Belleville.

HIDES ! HIDES !!

The Highest Price in CASH, for Hides and Sheepskins.

SYLVANUS MULLETT.

DR. NICHOL,

AN EXPERIENCED HOMŒOPATHIC PHYSICIAN, SURGEON and ACCOUCHEUR, may be consulted at his residence on Pinnacle Street, opposite the old Wesleyan Church Belleville, between the hours of 10 A.M. and 2 P.M. each day.

During the past eleven years, Dr. Nichol has paid particular attention to Chronic Diseases, and he has made a special study of Diseases of Children.

Patients suffering from either Acute or Chronic Diseases seen at their own homes, if required.

Belleville, June 28th, 1865.

North American Hotel, Madoc.

W. HUDGINS

RESPECTFULLY informs the Public that his new Hotel, erected on the site of the old stand, is now finished and commodiously furnished and ready for the reception of guests.

THE NORTH AMERICAN HOTEL is quite equal in all its arrangements to any first class hotel in any village in Canada.

A Good Yard and Stables attached to the premises.

All the Liquors are of the very best quality and brands.

☞ Fine Ale and Porter always on draught.

MEDICAL HALL.

DURHAM STREET, MADOC.

C. G. WILSON,

CHEMIST AND DRUGGIST.

NORTH HASTINGS.

JOB PRINTING

OF EVERY DESCRIPTION

Executed at the

"MERCURY"

OFFICE, MADOC,

(The Only Printing Establishment in the North Riding,)

With Neatness and Dispatch.

SUPPORT THE LOCAL INSTITUTIONS!

DR. J. S. LOOMIS,

Of McGill College,

HAS OPENED AN OFFICE in the Village of Madoc, in Mr. WEISS'S New Building, opposite WILSON'S Medical Hall.

All Calls will be promptly attended to.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

A. F. WOOD,

MARRIAGE LICENSE AGENT,

MADOC.

J. R. KETCHESON,

Township Clerk,

WILL be at the TOWN HALL, MADOC, every SATURDAY, to attend to the business of the Township.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England.

Conveyancer, Coroner, &c.

JAMES FITZGERALD,

ATTORNEY AND CONVEYANCER,

MADOC.

FOR SALE OR TO LET,

THE HOUSE on the North side of EGLINTON BRIDGE. It is well adapted and situated for a

GENERAL STORE,

being eight miles distant from the Village of Hastings, on the new Gravel Road to Tweed. Six Acres of Land attached. For TERMS inquire at the MERCURY Office.

C. E. RANKIN,

Provincial Land Surveyor,

Civil Engineer, &c.

Orders, Hodgins Hotel, Madoc, now on hand.

References—James FitzGerald, Esq., Barrister-at-Law.

MADOC MARKET PRICES.

SATURDAY, January 27, 1866.

ASHES	$41.50 to 42.00 per 1cwt.
BARLEY	None offered.
OATS	35 cents.
CORN	55 cents.
WHEAT, Fall	$1.10 to 1.25
Do., Spring	$1.25 to 1.30
RYE	45 cents.
PEAS	55 cents.
HIDES	$5 to 6.00 per.
SHEEPSKINS	75 to 80 cents for fresh.
PORK	$ to $ per lbs.
BUTTER	16c. to
EGGS	9
HAY	$7 per ton.

BELLEVILLE MARKETS.

Fall Wheat, 8s 0d to 8s 0d. Spring Wheat, 7s 6d to 8s 0d.
2s 7d to 2s 9d. Barley, 2s 9d to 3s 0d. Oats, 1s 6d to 1s 8d.
Peas, 2s 6d to 2s 9d. Butter, 1s 9d to 2s 0d. Hay, 2s 0d to 3s 0d.
Potash, 21s 3d. @ 23s 9d, for Firsts. 20s 0d for Seconds

ADVERTISEMENTS.

DR. RELYEA,

DENTIST, of BELLEVILLE, (for a Competent Assistant from his Office) will visit MADOC Professionally, on MONDAY, FEBRUARY 6th, to remain for one or two Weeks.

NOTICE.

To all Whom It May Concern.

NOTICE IS HEREBY GIVEN that the MUNICIPAL COUNCIL of MADOC will meet in the TOWN-HALL on THURSDAY, the 1st day of FEBRUARY next, for the purpose of appointing—

The Collector, Assessors, Pathmasters, Pound-keepers, and Fence-Viewers, for 1866.

All persons interested are requested to send in the Council names of those they wish to fill the offices of Pathmasters, Pound-keepers, and Fence-Viewers.

☞ Applications for the Assessorship must contain the names of two persons willing to act in conjunction, and must state the sum for which they will assess the Township. The Council, however, will not pledge themselves to accept the lowest offer, but the lowest competent applicants.

By Order.

J. R. KETCHESON, T.-Clerk.

Madoc, Town-Hall, Jan. 15, 1866.

L. O. L.

THE BRETHREN of NORTH HASTINGS intend regaling themselves with a SUPPER on the Evening of the SIXTH DAY of FEBRUARY NEXT, that being the day of the annual COUNTY MEETING of the various Lodges in North Hastings. The Public as well as the Members of the Order are cordially invited to partake of the repast and contribute to the harmony of the occasion. Several parties from a distance are expected to honour the meeting with their presence.

SUPPER at HUDGINS' Hotel, MADOC, at half-past SIX o'clock.

TICKETS, 50 CENTS.

C. D. RAWE, Sec. of Committee.

Madoc, Jan. 16th, 1866.

NOTICE.

Mineral Districts Railway.

NOTICE IS HEREBY GIVEN, that APPLICATION will be made at the next Session of the Provincial Parliament for an ACT to Incorporate a Company to BUILD A RAILWAY FROM BELLEVILLE, through the Mineral Regions of North Hastings, by the Valley of the River Moira, and for a grant of Public Lands in aid of the construction thereof. Also for the necessary power enabling said Company to construct a Canal, connecting the head waters of the Bay of Quinte with Lake Ontario, through Weller's Bay or otherwise.

T. C. WALLBRIDGE.

Belleville, 26th December, 1865.

SPEAK NO ILL.

May, speak no ill: a kindly word
Can never leave a sting behind;
And, oh! to breathe such talk we've heard,
At best beneath a noble mind.
Full oft a better seed is sown,
By one who means the kindest plan;
For 'tis but little good be known,
Still let us speak the best we can.

Then speak no ill—but lenient be
To others' failings as your own;
If you've the first a mark to see,
Be not the first to make it known.
For life is but a passing day,
At best it may but hour brief its span;
Then, oh! the little time we stay,
Let's speak of all the best we can.

A FLIGHT IN THE DARK.

My father was an engineer before me, and gave up a favorable business in a large provincial town to take an appointment under a railway company; and when I left school he put me into his office, where I stayed till I was twenty years old.

"This sort of work won't do for you any longer, Tom," said my father to me one day. "You are getting as lanky as a clothes-prop, and round-shouldered into the bargain. We must get you out into the fresh air. Suppose you go as engine-driver for a couple of years; it will do your health good, and you will get an amount of genuine practical knowledge that way, which you could get in no other, which may some time be of great use to you in your profession. When you have had enough of that, you shall try your hand at surveying for the new branch they are talking about.'

So I, by no means loath, went into the engine-shed; and after a short experience as 'cleaner,' went out on the Firefly, as stoker, under old Sam Preston, one of the most experienced drivers on the line.

The life of an engine-driver, when once you have got over the disagreeableness of being, while on duty at least, in a chronic state of greasy blackness, is by no means either an unpleasant or an unhealthy one; and speaking for my own part, I certainly liked it much better than being cooped up all day in an office.

We had a week of night-duty and a week of day-duty alternately; and were always employed to run either the express or mail-trains—a task for which none but the best drivers are selected. You must understand that all this took place more than twenty years ago, when the railway system was in its infancy, and before the electric telegraph was an accomplished fact. The Firefly was running, on the week in question, between Mellingshall and Rippinghurst—the former, as you are aware, being one of the largest manufacturing towns in the northern counties, and the headquarters of the line on which I was employed. Mellingshall has two lines of railway running into it—one from the north, and one from the south-east; both of which lines meet at a junction about half a mile from the station, and run their trains between those points on rails common to the two.

The Rippinghurst mail started at eleven P.M.; that for the North half an hour earlier; but our instructions were to have everything in readiness a quarter of an hour before the time of starting, and to run the engine from the shed on to a spare line used for the purpose just outside the yard, there to await the signal-bell which announced that the main line was clear, and then run back to the platform, and take up our train. As we drove slowly up to our waiting-place, Sam was in the habit of dropping off the engine most evenings, to have a few minutes' gossip with a friend of his, a pointsman, whose tastes, in common with Sam's, ran on large gooseberries and small dogs; and as I came back past the pointsman's hut on my way into the station, in answer to the bell, Sam would bid his friend good-night, leap lightly on to the engine, pull on his great-coat, tie a shawl round his throat, and prepare for the long dark journey before him. At the point where the Firefly took up her position, waiting for the signal, the line on one side was open to the fields, while on the other were several wharves, opening on an adjacent canal, beyond which lay the town of Mellingshall with its thousand lamps.

I had driven up to the waiting-place one cold autumn night, dropping Sam, as usual, at his friend the pointsman's box, and had just lighted a pipe, thinking to have a quiet smoke for ten minutes before the bell should ring, when I was startled by the sudden appearance, close to the engine, of two gentlemen—for if not gentlemen, they were dressed as such—who seemed almost as if they had sprung from the ground, so quiet had been their approach, so unexpected was their appearance. 'Railway nobs, these,' I muttered to myself, smuggling my pipe out of sight in hot haste. 'Probably a couple of directors. Too bad of them, though, to come prying about a fellow's engine at this time of night, trying to find out something against him. They'll fine poor Sam, if they find him off his perch.' One of the strangers was stout, and the other was slim. They were both well wrapped up, for the night was chilly; and the slim one carried a small, square leather case in one hand—judging by that dim light, it might be either a dispatch-box or a small portmanteau.

'You are waiting here to take out some train, young man?' said the stout gentleman, interrogatively.

'Yes, sir—the mail for Rippinghurst.'

'And that starts—when?'

'In twelve minutes, sir, from the platform.'

'Ah, just so.' He began to walk slowly round the Firefly with his hands behind him, looking at her admiringly from every point of view, and talking to me all the time. 'I suppose your engine is coked and watered for the journey?'

'Yes, sir.'

'And how far do you run before taking in fresh water?'

'We always take in water at Merryvale, thirty-eight miles from here. We have to stay three or minutes, on account of the letter-bags.'

'But supposing you had no train behind you, how many miles could you run to-night, say at the rate of forty miles an hour, before being obliged to stop for coke or water?'

'About seventy miles, sir.'

'About seventy miles! Just so. Really, these steam-monsters seem to me the most wonderful inventions of this or any previous age;' and as he said these words, he mounted coolly on to the engine. Then I felt more certain than ever that he must be a director or some great railway functionary; while the slim gentleman with the dispatch-box, standing so quietly on the ground, beating his chest with one hand to keep himself warm, was probably a clerk or amanuensis.

No sooner had the stout gentleman clambered up beside me, than he commenced another rapid cross-fire of questions, and made me explain to him the method of working the engine. I showed him how to start her, how to stop her, how to put on the brake, and sound the whistle. He expressed himself as being immensely gratified; and when his list of questions was exhausted, called to the slim gentleman to get up beside us, in order that he might explain to him some more interesting point than common.

The slim gentleman, still holding the dispatch-box carefully, had scarcely complied with this request, when the bell sounded which summoned me to the station, and I at once started the engine.

'We will ride as far as the platform with you,' said the stout gentleman, watching my movements attentively.

The ordinary programme of proceedings was as follows: on hearing the bell, to run the engine slowly forward to the second pointsman's box, where a man was in waiting to turn her on to the main line, after running on which for a few yards, she was reversed, and run back, tender first, into the station, taking up Sam Preston at the first pointsman's box on the way in.

On the present occasion, as soon as I heard the bell, I sounded my whistle as a notice to poinsman number two; and on seeing his green light exhibited, ran the engine forward over his points till we were on the main line. I was just about to reverse the engine for the purpose of running back into the station, when the stout gentleman spoke to me.

'How far is it from here to the junction where the line to Rippinghurst separates itself from the north line?'

'About half a mile, sir.'

'And what means has the pointsman at that junction of distinguishing one set of trains from the other, or of knowing on to which line they ought to be turned?'

'His tables inform him at what time each train ought to arrive or depart, in addition to which, all engines going north give two distinct whistles, while those going south to Rippinghurst and other places, whistle three times before reaching the junction, and thus notify to the pointsman which route it is intended they should take.'

'Just so; two whistles when you go north, and three when you go south. *Le moment est arrivé!*' Scarcely had the stout gentleman, who was standing behind me, uttered these words, when I felt myself seized suddenly round the throat with an iron gripe, while my head was wrenched violently back; and the next moment I became insensible. Had such a mode of attack been known in those days, I should certainly have said that I had been garrotted.

When I came to myself, I was lying on my back among the coke in the tender, with my overcoat put under my head by way of a pillow. I staggered to my feet, feeling very dizzy and faint, and with a sickening sensation in my throat that was far from agreeable. The Firefly was tearing along at a terrific pace, with no train behind her; going, too, not only to Rippinghurst, but along the main line to the north, as I saw when I looked around, for the night was clear, and the stars shone brightly; and I was familiar with every turn and feature of the landscape. Mellingshall was ten miles away, and two stations had been passed already. I had but just time to make these observations when the stout gentleman turned to address me.

"Getting round again, I perceive,' said he; 'you will be all right in another quarter of an hour. Have take a dram of this brandy; you will find it improve you wonderfully. You will, I am sure, forgive the little rudeness I perpetrated a few minutes ago. Necessity compelled me to act as I did. You are better already, I see. And now I will yield up my post of driver to you, having every confidence in your ability to conduct me and my friend safely to our journey's end.'

'And where may that be?' asked I somewhat sullenly. 'This is not the road to Rippinghurst.'

'Just so. It is the line to the north on which we are now travelling—I whistled twice at the junction according to your instructions—and it is north that I wish to go. My friend and I were too late for the mail; we could not afford to wait for the next train, which, in fact, does not start till six-to-morrow morning; so were compelled, in this rude and violent fashion, to invent a special for ourselves."

(To be continued).

VARIETIES.

A finely turned limb—Gray's L. E. G.

Every trade is represented in the New York State prison, except printing.

A new daily paper is to be established in New York with a capital of half a million.

Why would a man named Brooks make a poor soldier? Because brooks generally run.

Unpopular customs—those prevailing under a high tariff.

Mr. Quilp (the brute) thinks the reason so many young women are obliged to support themselves is because the young men find them insupportable.

Why is a rat that bites your wrist, like an ear-doctor? Because it's a knaw-wrist (an aurist). The author of this atrocity has since committed suicide with a-cat-o'-nine-tails.

Some of our boarding-house keepers are said to have adopted the plan of laying an extra fork across the plates of delinquent boarders, on the principle that, in such cases, they like to have one "fork-over."

The New York Times says relative to the moral condition of that city, "We gather from traditions very horrible ideas of the wickedness of the cities upon which the fire of Heaven came down, but Sodom in all its infamy was ages behind New York in some of the lowest and most dangerous vices."

A retiring Western editor says: "that all is vanity. From the hour he started his paper to the present time, he has been solicited to lie upon every given subject, and can't remember ever having told a whole some truth without diminishing his subscription list or making an enemy. Under these circumstances of trial, and having a thorough contempt for himself, he retires in order to recruit his moral constitution."

An eccentric clergyman, lately alluding in his pulpit to the subject of family government, remarked that it is often said: "There is no such thing now-a-days as family government." "But it's false," said he, "all false! There is just as much family government now as there ever was—just as much as in the days of our fathers and grandfathers. The only difference is, that then the old folks did the governing, and now it is done by the young ones!"

A Western Correspondent says: "In a district in the Far West we had a gentleman teacher who thought it advisable to give some lessons in politeness. Among other things he told the boys in addressing a gentleman they should always say "Sir," and gave them examples, and made quite a lesson of it. One boy was particularly delighted, and took occasion to speak to his teacher often, to show he profited by his teachings. When he went home to dinner his father said:

"Tom, have some meat?"

"Yes, Sir, I thank you."

The next thing the child knew his father's hand came whack on his ear, and his father's voice thundered forth: "I'll teach you to sass your dad!" Tom gave up being polite."